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tively easy the construction of reservoirs to hold the great annual fall of rain. On the whole, this region holds out the promise of being, ere long, overspread by that tide of population which is gradually creeping up the eastern seaboard of Queensland, and which will naturally flow round towards the Gulf, when it reaches the York Peninsula.

The projected establishment of a settlement at Cape York, and the proposed temporary annexation to Queensland of the territory sketched above, will vastly accelerate its colonization, by securing to the intending settlers the advantages of certain communication, of armed protection, and of regular civil government.

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### III.—*Narrative of a Journey from Tientsin to Moukden in Manchuria in July, 1861.* By A. MICHIE, Esq., F.R.G.S.

Read, December 8, 1862.

*July 6.*—Leaving Tientsin and crossing the Pei-ho, the first stage of our journey led through a belt of well-watered ground, bearing thriving crops of millet, beans, and hemp. The road was good; and the tall millet on either side kept off the wind and the dust which is the curse of these plains.

*July 7.*—Our second stage led us through a bleak country, with poor thin crops, and almost without inhabitants. The people who live in the few scattered villages we saw were evidently pinched for water, for we noticed numerous wells dug by the road-side, all of which were dry.

The country improved as we approached the Peh-tang river, and we found ourselves crossing another belt of well-cultivated ground, watered by canals from the river. We were ferried across the river at a place called Chang-wa-kow, 45 miles by the road from Tientsin and 40 in a direct line from the sea.

Beyond the Peh-tang, the country is still more fertile, villages becoming numerous.

*July 8.*—Our route now took a more easterly direction. From Fung-tai we proceeded by very bad roads, 60 li, to Hang-chung, a small village apparently off the main road. Here we got ice for the first and last time after leaving Tientsin. The country continues fertile with a good deal of wood.

From Hang-chung we proceeded towards Kai-ping (see map); country well wooded, and the road leading through long avenues of fine old willow-trees. Vines and fruit-trees were also seen to-day, and we observed a good deal of indigo and tobacco under cultivation.

Forded the Taou river at the town of Tang-yo, where there

Map to illustrate  
the Routes of

# MESS<sup>RS</sup> MICHIE & GRANT

the former from Tien-tsin to Moukden in Manchuria  
the latter from Peking across the Desert of Gobi to Kiachta.

English Miles

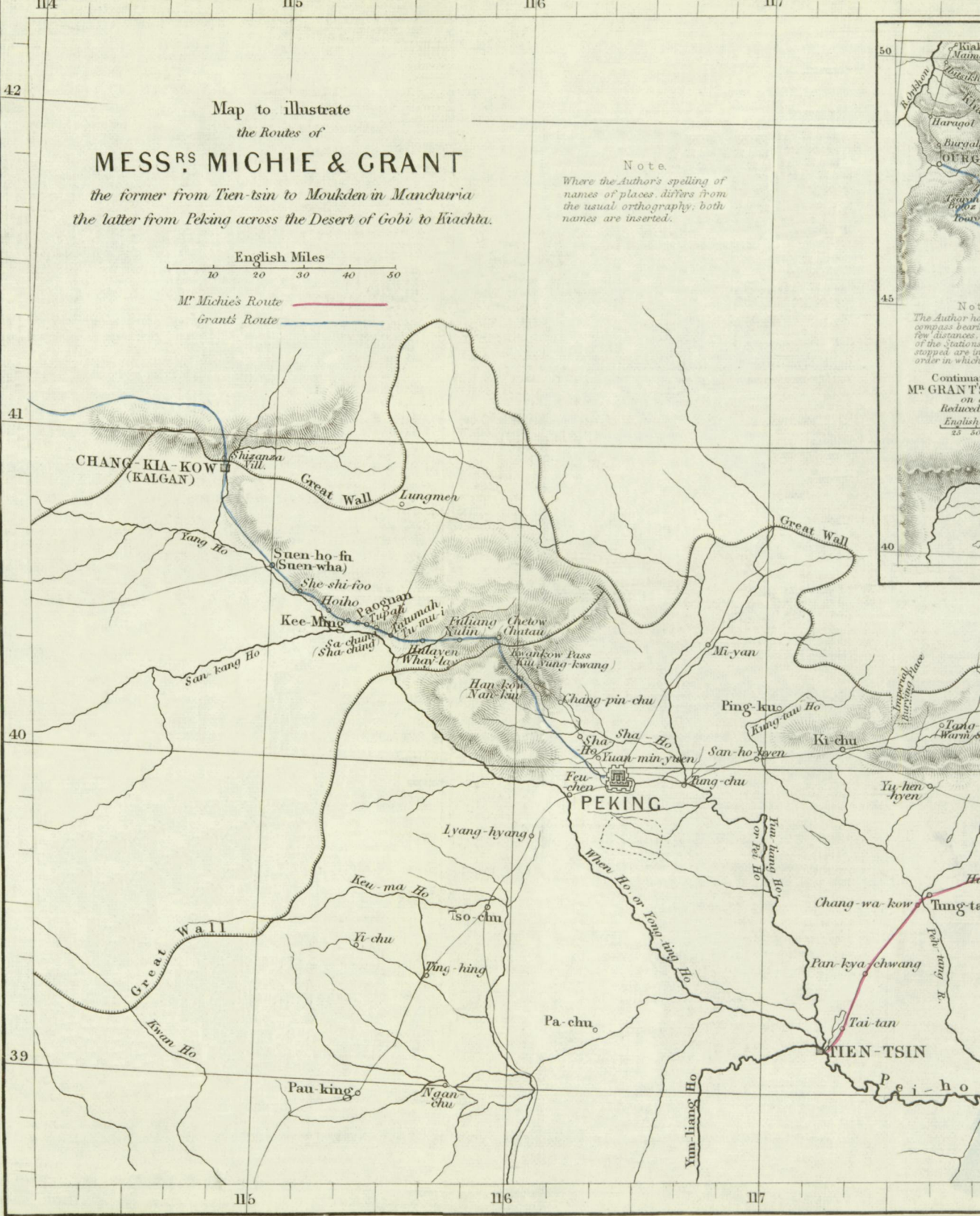
10 20 30 40 50

M<sup>r</sup> Michie's Route

Grant's Route

Note.

Where the Author's spelling of  
names of places differs from  
the usual orthography, both  
names are inserted.



Note.  
The Author has  
compass bearings  
for distances  
of the stations  
stopped are in  
order in which  
Continued  
M<sup>r</sup> GRANT'S  
on  
Reduced  
English  
25 50









are large potteries. Lime is burnt here, and coal is found in the neighbourhood.

We halted at Kai-ping, which is a walled town of some pretensions. The inhabitants of Kai-ping and of the villages passed on this day's journey seem to be in comparatively easy circumstances. Instead of the mud hovels that wearied the eye on the bleak country west of the Peh-tang, we saw neat brick-built cottages with little flower-gardens attached, with various other evidences of comfort and good taste. The population is much denser, and the necessities of life more easily accessible.

*July 9.*—Between Kai-ping and Lan-chow the country is divided into long narrow strips by hedgerows, evidently to protect the fields from sand-drift, and judging from the quantities of loose sand accumulated in ridges along these fences, they appear to answer their purpose well. These hedgerows all run north and south, at right angles with the extensive sand-hills on the coast to the eastward, and it is not improbable the sand-drift comes from that quarter.

In a small town passed through on this day's march, a fair was going on. The street was densely crowded with stalls containing all kinds of agricultural produce, cloth, implements, &c., from all parts of the surrounding country. In this manner is the trade, such as it is, carried on in these thinly-peopled regions; and hence the appearance of the shops is no criterion by which to compare the wealth or prosperity of these parts with that of the more populous portions of China.

In the afternoon we passed through *Lan-chow*, and a mile beyond we were ferried across the Lan-ho, a broad but shallow river. This river may, in former times, have been more navigable than it is now. The height of the banks above the present water-level is sufficient to admit of this; and it is worthy of notice that, in one of the celebrated remonstrances against the flight of the Emperor from Peking, Kia-ching, Secretary of State, says that, "Since the Barbarians have been able to reach Tientsin, what is there to prevent them from likewise penetrating to the Lan River (at Zeol)?"

This river flows through a valley which opens out an extensive view through the mountain-ranges on the north. The pagoda of Lanchow conspicuous on an isolated hill, the broad river and the luxuriant verdure of its banks, the undulating and well-wooded country round, and the vista through which the distant mountain-ranges appear, made this the finest bit of mere scenery on the journey.

*July 10.*—At midday we halted at Chow-foo-shan, a small village at the foot of some hills of that name. Beyond this point our route turned more northerly. We had somehow missed the

main road, and instead of passing through Yung-ping as intended, our route must have lain 5 or 6 miles south of it.

*July 11.*—We halted on the banks of the Yang-ho. It had rained in torrents all night, and yesterday there had also been heavy showers. Consequently the Yang-ho, which is in general easily fordable, was flooded. A small boat which seemed to be there by accident carried us across, and our animals had to swim.

After travelling about 10 miles further in a north-easterly direction through an undulating country, some sand-hills on our right and a bluff rocky point 6 or 8 miles south-easterly from us, indicated our vicinity to the sea, and on gaining an eminence the sea was full in view. We were passing the head of a wide bay with a long sandy beach on which the surf was breaking heavily.

Descending from this elevation, our route lay through a dreary plain of soft heavy sand, intersected by one or two small streams. The limit of cultivation was a mile or two inland of us—the coastline about 3 miles distant. Our front view was bounded by a high and precipitous range of hills, which we knew must be those at the terminus of the Great Wall. We crossed the sand in two hours, and re-entered a strip of cultivation, feeling great relief in emerging from a desert into a region of life.

We soon came in view of the Great Wall of China, and traced it from the mountain-ridge down to the plain. The description given by the gentlemen of Lord Macartney's embassy of the first appearance of another part of the Wall is very accurate, and is equally applicable to this:—"On the first distant approach it resembles a prominent vein or ridge of quartz standing out from mountains of gneiss or granite." We did not reach the Wall till dark; the road leading for upwards of a mile through a level plain strewn with round pebbles.

The pass through the Great Wall has always been jealously guarded by the Government. A small walled city, called *Shan-hai-kwan*, or "Mountain-Sea-barrier," is built round the gate, the Great Wall itself forming one wall of the city. This city is also called *Ning-hai-hien*. It is a square, with two streets intersecting each other in the centre, where they are surmounted by a double arch with a tower over it. There is also a tower over each of the gates which are three in number, the gate in the Great Wall forming, as it were, the fourth gate of the city. The walls as well as the gates are substantially built, and the latter are protected by outworks of mud, apparently new. Great numbers of empty soldiers' huts were seen outside of the city, but no troops were seen excepting the few men in the guard-house. There was a good deal of animation in the city, but it seemed to partake more of an official than a mercantile character. *Shan-hai-kwan* is in fact little

more than a military station and a custom-house, and as the high-road from Pekin to Moukden passes through the Great Wall at this point, it is a most eligible locality for these official establishments.

We here for the first time encountered the Mandarins, who seemed disconcerted at the presence of foreigners at the Great Wall, and, for want of a "precedent," in doubt as to the reception we ought to have. The production of our passports, as also of a special "chop" from the Commissioner of Customs at Tientsin, decided this matter; and the Mandarins thenceforth affected great anxiety to serve us. A room was provided for us in an out-building in the court-yard of the principal hotel in the place, the most comfortable quarters we had seen. The court-yard was immediately filled with noisy crowds—respectful enough at first, afterwards familiar; and on the following day intolerably rude, forcing themselves into our small close room until we were nearly suffocated. And to make matters worse, my travelling companion was ill from the effects of a sun-stroke. We appealed to the Mandarins, but they were powerless or unwilling to control the mob. We were thus obliged to take the law into our own hands, which was eminently effective.

Shan-hai-kwan is in a plain 3 or 4 miles from the sea on one side and from the mountains on the other. The Great Wall runs through the plain, and is carried over the boldest ridges of the mountains. Their highest elevation immediately in rear of the city is less than 1600 feet above the plain; but the mountains increase in height as they recede from the sea, and we could trace the towers of the Great Wall on the distant ridges at an elevation of probably not less than 4000 feet. The very rugged character of these mountains evidences an amount of energy in the construction of the Wall, not to be found in the present race of Chinese. Advantage has of course been taken of the materials nearest at hand, the Wall being built chiefly of stone on the heights, and of brick on the plain.

The Wall is not uniform either in height, breadth, or construction; and in the few miles which we had an opportunity of inspecting, we saw enough to account for the discrepancies in the various estimates of the dimensions of the Wall. Square towers or bastions are placed at short but irregular intervals, about six or eight to a mile. About the city the Wall is in good repair; but a short distance on the west side there is a wide breach, apparently undermined by a small stream which runs through it. Here we could see lumps of brick and mortar that had tumbled down in great solid masses. The terminus of the wall which we visited a month later, through the kindness of Lord John Hay and the



officers of *H.M.S. Odin*, is in a ruinous state. The remains of a fort called Tien-mun-kwan are there, but no guard is kept up, and we walked some distance on the Wall without a challenge.

Time has certainly dealt tenderly with the Great Wall; for, allowing for extensive repairs made at various times, it cannot be doubted that a large portion of the original structure is still intact. The mortar is of a most tenacious character, and is as hard as the bricks. The bricks are very large, and of a coarser-grained and more gravelly material than those of modern manufacture.

*July 13.*—Leaving this monument of twenty centuries, we resumed our journey, much to the relief of our Mandarin friends, who, however, sent a horseman to accompany us the first stage to see that no evil should befall us.

The frontier of Manchuria is marked by a square tower on a rising ground, about 2 miles from Shan-hai-kwan. The road runs nearly parallel to the coast-line, and for one day's journey the sea continues in sight. The various mountain-ranges from west and north terminate abruptly in a point at Shan-hai-kwan, receding gradually from our track as we travel to the north-east.

There is less cultivation on the Manchu side of the Great Wall, and fewer villages to be seen along the road. Cattle, sheep, and goats now appear in greater numbers browsing on the scant pastures of the hill-sides.

From the Great Wall a succession of towers, evidently very old, is visible at irregular intervals of from 2 to 5 miles, lining the main road. This series is intersected by lines of similar towers leading towards the mountains. These towers are all built on high ground, and, so far as we could observe, those on our line of road always command a view of the sea.

We halted for the night at Chung-hiu-so, 120 li from Shan-hai-kwan, the largest walled town since leaving Tientsin.

*July 14.*—Did a "sabbath-day's journey" of 45 li to Wang-hai-tien. It is pleasantly situated on an elevation, and commands a view of a fine harbour, where fleets of junks were lying at anchor wind-bound, being protected to seaward by a lofty island.

*July 15.*—The road now recedes more from the coast-line which is only now and then visible from an eminence. Past Ning-yuen-chow.

*July 16.*—Kin-chow-foo being the second departmental city in Shin-king, we resolved to visit it, although some miles out of our direct road. This is a great breeding country, and live stock constitutes its principal wealth.

More traffic was noticed on the road these last two days than heretofore, but still far less than we expected to find on the main road between Moukden and Peking.

Kin-chow disappointed us by its small size. It is a square, as all Manchu cities seem to be, the wall being about half a mile each way. The streets in the city are wide and clean, but those in the small suburb are very filthy. Little trade or activity of any kind was observable. It is about 15 miles from the sea.

*July 17.*—Crossing a ridge, we pass through the town Sin-shan-shan, about 2 miles from a hill of the same name. This hill is a conspicuous object from its situation and remarkable appearance, being very precipitous and consisting of several craggy peaks. It is well detached from the high land on the north, and overlooks the great plain on the south and east. It is an excellent landmark, being situated in the bifurcation of the main road on which we had been travelling; one branch of the road leading on the left of the hill to Moukden, and the other on the right to Newchwang.

From an elevated ridge above the town we obtained an extensive view of the country before us. On our left the mountain ranges, that had kept us company so long, trended away to the north and north-east. On our right and front was a vast plain, spread out like an ocean without a shore, over which we had to pass. The prospect was a dreary one, and, having visited the eastern part of this plain in 1859, I had been looking forward with a degree of horror to this part of our journey. The face of the country is so low that, at a distance of from 30 to 50 miles from the sea, nothing but sea-birds can live on it. It is a mere mud-flat, barely above the sea-level, with every appearance of being periodically flooded. The road is, for the most part, a mere track, hardly distinguishable from the rest of the flat. In some parts we found it so wet that our baggage was pulled through with difficulty, and in heavy rains it must be impassable. The road from Sin-san-shan to Newchwang is very circuitous, and seems to hug the verge of the desert as closely as possible. A direct line is evidently deemed impracticable, from the softness of the mud and the want of fresh water.

Our first day's journey through this plain was the worst. On our left were occasional strips of cultivation, and herds of cattle and horses were spread over other parts, where a coarse vegetation afforded them a subsistence. Human habitations were few and far between. Villages composed of a few mud hovels were scarcely visible from each other, although there was nothing else to break the monotony of the plain. The people are necessarily very poor.

The water is quite brackish. Where the mud is dry it is smooth and caked on the surface, as if it had been recently flooded, and then sun-hardened. The surface has a whitish appearance, from the salt particles that have been left after evaporation. The edges

of pools and streamlets are also whitened. I may here remark also that the low land near the mouth of the Pei-ho river presents almost the same appearance.

At the end of the day we reached Tu-cha-tai, where we found better accommodation than we could have expected. Day's journey 100 li.

*July 18.*—We had hardly got clear of Tu-cha-tai when our baggage-cart got wrecked in the deep heavy mud, and but for the cheerful assistance of the villagers it might have been there to this day. After that, the road improved very much, and our progress was rapid. Cultivation became more general, and we passed through large tracts of rich meadow-land where haymaking was going on. The hay is of excellent quality, and its sweet smell reminded us of mowing-time at home. Live stock is the main resource of the people, and they have a large and fine breed of cattle. We were induced to pull up at a large farm and ask for some milk. Our request seemed rather incomprehensible to the good people, as they never use milk themselves; but they brought us some cows and made us welcome to all we could get from them.

In the afternoon we reached the Liau-ho, at the confluence of two branches. Numerous small craft were passing up and down, and several sea-going junks were lying at anchor. We were now 75 miles by the river from Ying-tsze (or New-kow), the newly-opened port of Newchwang at the mouth of the river, but, no boat being immediately available to take us there, we ferried across and proceeded towards Newchwang, some 8 miles from the river.

A very marked improvement in the aspect of the country was now observable. Extensive fields of millet, beans, and such-like crops, in a highly flourishing condition, and a well-wooded country, afforded a pleasing contrast to the inhospitable region we had so lately quitted.

The town of Newchwang is 30 miles from the sea. It has been an important place, and is still the resort of many of the wealthier people. The streets are very wide, but irregularly laid out; the houses are neat and tasteful. The remains of an old wall may be discovered by looking for it. A branch of the Liau-ho, with some good bridges over it, runs past the city. This river is a mere streamlet now, but the old stone bridges were not erected for nothing, and there must have been water in the river at some former period.

We were most unpleasantly mobbed here, and as none of the innkeepers would receive us we had to take the road again, ourselves and our animals unfed, after a hard ride of 45 miles, until we found a resting-place at a small road-side inn 3 miles on the road to Ying-tsze.

*July 19.*—We hurried on to Ying-tsze, where we arrived at noon, and were welcomed by the few foreigners who had lately settled there.

The same evening we felt a shock of earthquake—a short, sharp vibration.

A British Consulate had been established in Ying-tsze for about two months, and a few merchants were settled, but the trade of the port was of very limited extent as yet.

*July 24.*—After resting for four days in Ying-tsze we set out for Moukden, the capital of Manchuria, and the seat of the reigning dynasty. The journey being short, we left our baggage-cart behind, putting a few necessities on the back of a pony. This mode of travelling we found more expeditious, as it rendered us comparatively independent of the condition of the roads.

The sharp remonstrance of our Consul, Mr. Meadows, on the subject of our treatment at Newchwang procured us great civility on our second visit to that place; but, not caring to trust to its hospitality, we passed it, and halted at a small inn 110 li from Ying-tsze.

*July 25.*—We perceptibly approach the high land, and at mid-day we rested at the foot of an outlying spur called An-shan, 500 or 600 feet high. The crops were in fine order, millet standing 10 feet high. The lilac flower of the beans and the yellow of the hemp contrasted pleasingly with the various shades of green. Wood is abundant in the low ground, chiefly willow, but interspersed with a few elms and other trees.

Halted at Liau-yang, having travelled 110 li.

Liau-yang is an old walled town; the walls, which are between half and three-quarters of a mile square, facing the cardinal points, as in all Tartar cities. The suburb appears to have been also at one time enclosed by a mud wall, the remains of which are in some places traceable. The streets are wide, regular, and neat. Considerable activity prevails here in various branches of industry, particularly in wood-work. Coffins, in great variety of styles, form conspicuous object in the shops.

At Liau-yang we enter the high road from Corea, by which the Coreans travel on their periodical missions to Moukden and Peking. One of the gates of the city is named after the Coreans.

The roads to-day were so bad that a cart could not have proceeded, and we had to pick our way carefully on horseback. Where the road is carried through deep soil it forms an excavation for itself, often 10 or 12 feet below the level of the fields. In heavy rains this fills with water, which has no means of running off, and the road becomes a canal.

*July 27.*—On the approach to Moukden the first object that attracts attention is a remarkable Buddhist monument beside a



Llama temple, on the right of the road. On the opposite side is a large park of fine grass, deeply shaded by willow-trees. The city-wall now comes in sight with its towers ; but first we pass through an extensive burying-ground, well tenanted, to judge by the number of tomb-stones in it. We then reach a low mud-wall, which encloses the four suburbs of Moukden. This wall would hardly be distinguishable from an ordinary country fence, but for the wooden gate and guard-house, which it is necessary to pass through.

Moukden is so different from any Chinese city I have seen, that it is difficult to draw a comparison. The first thing that strikes a visitor is the massive solidity and height of the walls, and the absence of a moat. The walls are about 40 feet high, and, in addition to the usual embrasures, the upper part of the wall, which overhangs slightly beyond the perpendicular, is perforated obliquely with loop-holes, for the evident purpose of throwing a vertical fire on an assailant at close quarters. The city has eight gates, each being surmounted by a tower, as in Pekin. Similar towers are also placed over the four corners of the walls, as also over the intersections of the streets. The city, and everything about it, is laid out with mathematical accuracy, and its aspect of order and neatness, the solidity and tastefulness of all its buildings, its freedom from everything offensive, and the air of prosperity that pervades all its inhabitants, do infinite credit to the earlier Manchu emperors, who took such pride and pains in improving and beautifying their old capital.

The suburbs are mostly vacant ground, the only buildings being the continuations of the four main streets running through the inner city. I estimate the circuit of the inner wall at about 3 miles, the outer about 10.

On leaving Ying-tsze a merchant volunteered a letter of credit on his friend in Moukden for a thousand dollars, an amount we had no means of investing ; but we, nevertheless, sought out the party to whom we were accredited, and found him very useful and attentive during our stay in Moukden. Under his guidance we endeavoured to see the interior of the palace, but failed, the old wooden gate being tied up with a bit of string on our approach. Being the first *bonâ fide* foreign visitors to Moukden, we deemed it proper not to make ourselves disagreeable by forcing an entrance ; for, after all, it is private property, and the officials were otherwise very friendly and civil to us. Considering its age, the palace is in good repair externally ; but we were given to understand that the annual vote for keeping it in order is sadly misappropriated, and the keepers were probably ashamed to show us the interior.

The next building in importance is the Government offices, or Yamun ; and the most notable objects here were lines of mule-carts

harnessed, and troops of ponies saddled and bridled in the courtyard. In the street outside there was also a row of carts harnessed and for hire. All these looked well: the wood-work of the carts well oiled or varnished, harness well blacked, and saddlery and everything else in the best order. The military also were well got up, and are all fine men.

Although Moukden is held in high repute all over the north, it comes far short of even second-rate cities in central China in point of size, population, or mercantile activity. It is after all the capital of a very thinly-peopled country, in which, by the force of circumstances, agriculture plays a more important part than commerce. The want of good water-communication and the very defective means of conveyance are the main obstacles to the development of trade in Manchuria. Moukden excels all other Chinese towns in the elegance and order of its buildings, the quiet respectability of its inhabitants, its freedom from filth, squalor, and beggary, and general prosperity without opulence. I might call it the Edinburgh of the north, and Tientsin would thus stand for Glasgow, while Soochow, Hangchow, or Canton would fitly represent London.

The industry of Moukden is employed much more in articles of use than ornament. Saddlery, cart-building, the manufacture of bows and arrows, guns and matchlocks, swords, and ironwork in great variety, are brought to as high degree of perfection as the Chinese are capable of.

Our native friend was as much interested in us as we were in him, and questioned us closely on sundry geographical matters. He inquired particularly about Japan, Loochoo, and *Wads'* or *Awadsu*, as three neighbouring countries to China. I have since found—what our friend seemed not to be aware of—that *Awadsu* is an old name for Japan, taken from the island of that name near Osaka.

We gathered from our friend that the politico-commercial mission from Corea to Moukden and Peking occurs three times a year, in the third, fourth, and ninth moons. On these occasions the gate in the palisade separating Manchuria from Corea at Fung-whang-tuka, near the southern extremity of the palisade, is opened to admit the Coreans with their merchandise. No Chinese are allowed to enter Corea by this gate; but whether this is a restriction of the Chinese or Corean government, our ignorance of the language prevented us from ascertaining. The distance by the road from Moukden to Fung-whang was stated to be 600 li. The most valuable commodities imported by the Coreans are gold dust and ginseng. The gold is melted and refined in the Peh-kwan, or northern suburb of Moukden, which is the great resort of traders; and the ginseng is distributed from Moukden to every corner of

China. The finest qualities of ginseng are highly prized by the Chinese and fetch enormous prices, sometimes as much as the equivalent of ten guineas an ounce.

The burial-place of the Manchu family is said to be situated in the mountains, about 60 miles east of Moukden ; but no one seemed able to comprehend our desire to get there or willing to assist us in accomplishing our object. We therefore abandoned the idea of further exploration, our time being limited, and returned by forced marches to Ying-tsze, whence we got a passage to Tientsin, in the *Odin*, touching at the terminus of the Great Wall.

And now, leaving my diary, I will conclude this paper by some general observations ; confining myself as much as possible to my actual experience, and stating facts rather than drawing inferences.

1. First, as to the elevation of the land. I have alluded to the constant occurrence of dry beds of streams, which have all the appearance of having once been filled with water to a height of 6 to 10 feet above the present water-level, and which now even in the rainy season are barely wet. I cannot help connecting this circumstance with precisely similar phenomena I have observed in the province of Shantung, on the opposite shore of the gulf of Pecheli. I find also from the journal of an officer who travelled from Tientsin to Chefoo, that the same thing is noted in that quarter ; so that the whole coast of the gulfs of Pecheli and Liao-tung, covering a space of over 200 miles from north to south and nearly 300 from east to west, is cut up by dry beds of water-courses, many of them in the vicinity of mountains being strewn with smooth round pebbles.

Then the two great alluvial plains, which for convenience I may call the valleys of the Pei-ho and Liao-ho, present every appearance to the casual observer of having been very recently under water. I say nothing of the tract of country extending from the Pei-ho southward and eastward to the mountainous coast of Shantung, not having myself visited that part. But the mud flat—in the neighbourhood of Taku, at the mouth of the Pei-ho, extending from the coast-line several miles inland to the limit of the cultivated ground, and barely elevated above the sea-level—is barren and marshy ; the water is brackish, and the smooth surface, which is caked and cracked by the sun, is covered with a thin scurf of salt. These characteristics are perhaps more strongly marked in the northern valley, extending northward and westward from Newchwang. Our route here, as I have said, skirted the desert. The soil was barren, the surface caked, and only a little thinly-scattered coarse vegetation here and there supported a few horses and cattle. The margins of pools and water-courses were whitened with salt, and between Ying-tsze and the coast the whole surface has this white appearance in dry weather.

In connection with this subject I would also mention that we were informed at Ying-tsze that the town of Newchwang was in former times the sea-port, that subsequently it had been abandoned for Tai-tsze, a town some 20 miles nearer the mouth of the river, and that within the present century Tai-tsze was in turn abandoned, in consequence of the shoaling of the water, and Ying-tsze established as the sea-port, as near the mouth of the river as soil could be found sufficiently firm to support buildings.

The numerous shoals on both sides of the mouth of the Liau-ho, extending many miles to seaward, point to the formation of a delta like that of the Yang-tsze-kiang, which will at no distant date reclaim a large tract of land from the sea.

2. The climate of these regions is pre-eminently *dry*. The rains fall chiefly in summer in the shape of heavy thunder-showers of short duration, after which the ground dries again in a very short time. The air is always pure and bracing; and even during rain the atmosphere has none of that oppressiveness which makes the low country in the valley of the Yang-tsze-kiang so unhealthy in summer. The summer heat is very great but of short continuance, and the winter is rigorous in the extreme. Comparatively little snow falls, and the roads are seldom or never impassable in winter. All animals are well covered with hair in winter, pigs being clothed in a kind of wool. As late as July in the most northerly part of our journey we observed dogs and other animals with fragments of their winter coats still hanging from them in thick matted lumps.

3. The *people* are tall, strong, and robust—the result, doubtless, of a salubrious climate, combined with a rough Spartan mode of life. These qualities become more apparent as we advance into Manchuria. The country is poor and thinly peopled, towns small and far apart, and the means of conveyance very limited, owing to the absence of water-communication. Hence the people, although all Chinese or the descendants of Chinese settlers adapting themselves to circumstances, have in some measure been imbued with the nomadic habits of the Tartars. In the seaport towns and in Moukden the inhabitants are, of course, more refined; but even there, luxuries are unknown which are easily within the reach of three-fourths of the population of the rich commercial districts of China. A corpulent Cantonese once told me that he had travelled all over the province of Shin-king and could get nothing to eat!

In the memorials addressed to the Emperor Hien-fung in 1860, to dissuade him from travelling into Tartary, frequent allusions are made to robberies beyond the Great Wall. Whether this is a bugbear or not, travellers are always prepared for an encounter, and when going on long journeys they travel in caravans, often engaging the services of an armed escort. A particular class of



the people make this work their business, and when unemployed are probably themselves the most expert highwaymen. I take it the employment of these men as escorts is a kind of black mail, which merchants and travellers pay for their security.

The women nearly all wear large, that is, natural feet; the small cramped ones being only seen in or near the larger towns. The country women are, in fact, out of the fashion. The women are not kept in seclusion, but perform long journeys on horseback; and we always found the female population come out and stare at us when passing through towns.

The prevalence of brown hair among these people attracted our attention; and we observed eyes of all shades, from brown to light grey, but none with any tendency to *blue*.

I was surprised to find so few Tartars in our travels. The old Manchus have lost ground in their own country entirely, and have either been driven back by the force of a superior civilization into the wild pasture-lands of Manchuria, or have been absorbed and lost in the dominant and more enterprising race. The few that are left are Chinese in language, manners, and customs; and it is not always easy even for a Chinese to distinguish them, more especially since the Tartars have begun to intermarry with the Chinese, the Tartar husband adopting, by custom, the Chinese name of his wife. There is no good feeling between the two races. The Tartars hate and fear the Chinese, and the Chinese hate and despise the Tartars. The Chinese say the Tartars were insolent in their day of power; but now that the fortunes of the Manchu emperors are on the wane, they are anxious to conciliate the Chinese in view of the possible contingency of another dynasty rising shortly on the ruins of the Manchus.

4. *Trade* is restricted as much by the cost and difficulty of carriage as by the poverty of the country and paucity of inhabitants. The only navigable stream on the Manchu coast is the Liao-ho, and that is only partially available from its having no navigable tributaries. The comparative disadvantages under which inland trade in the north is carried on may be seen from the fact that in the populous part of the valley of the Yang-tze-kiang, where every farm has its canal, a boy with a small boat, costing a few dollars, can do the work of a man with a cart and six horses in Manchuria. The boat is started with a capital of not more than one-tenth of the other; it has little or no wear and tear, and wants no feeding. The cost of conveyance in the north is materially enhanced by the wretched condition of the roads. These roads seem to be much in the condition of roads in Scotland as lately as 60 or 70 years ago, when the mails were carried by a horse-cart, doing a bare 30 miles a-day. They are never made, but left to chance. The carts have often to struggle through mire up to the axle-trees, and ascend

rocky acclivities that tax the whole power of the animals. With good well-kept roads two horses or mules would probably do the work that requires four or six now. In winter, however, the roads are better, that is, drier, and winter accordingly is the season of most traffic. The men and horses that are employed in agriculture during summer are employed in winter in conveying the produce they have raised, for sale at the various depôts.

The material wealth of that part of the country is represented by its grain crops; its mineral products, such as coal, are made little of. The export of pulse is the basis of the trade. Specie is used sparingly, the bulk of the imports of native produce, as well as foreign manufactures being taken in payment for pulse. The surplus produce of peas, beans, and such like is very large, and has employed in its conveyance seaward a large fleet of native craft, and now of foreign vessels also; but in money value it amounts to little. No statistics of this trade are yet obtainable.

5. The *food* of the people is simple, being limited for the most part to the produce of their own land: pork, salt-fish, fowls, ducks, millet and maize, wheaten bread, vegetables, and a little rice. Their sheep and cattle are not killed till the pastures are exhausted in the autumn, when they are slaughtered in great numbers and laid up for winter consumption. Their pigs are killed for immediate wants all the year round; but in the early winter whole herds are killed and salted.

6. The strong military government of Manchuria, which has been so much talked of, is almost a myth. Excepting in Moukden and at the Great Wall, it has left no mark. Everywhere else government is weak. The fact of the existence of a kind of local militia at Newchwang (and no doubt elsewhere) who act as a "vigilance committee," and deal substantial justice according to the light that is given them and independently of the Mandarins, shows the inefficiency of the so-called military government. The explanation of this seems to be that there is not sufficient wealth in the country to make it a desirable field for a set of rapacious Mandarins.

7. It would have been interesting, had time permitted, to have followed up the Liau-ho and ascertained the actual extent of the water-communication northward. In the maps the Liau-ho and its tributaries are traceable to a point only a few miles distant from the head-waters of the Songari, the main tributary of the Amoor. But the navigable portion, even for the smallest sized boats, would probably be found to fall far short of this; for the old maps show many considerable streams in the part of the country traversed by us, which we found almost dry and easily fordable.

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